

OUT FOR REPAIRS.

Launch on Marine Ways—Other Vessels Ready for Service.

To be fitted with a propeller and to have other work done preparatory to going into service for fall fishing on the river, the launch Juanita, belonging to Frederick De Weston, is out on the marine railway at the Potomac Gunning and Fishing Club, foot of 5th street southwest. The Juanita has been lying idle at her anchorage in the harbor throughout the summer.

The launch Bessie, belonging to Capt.

William Dolman, and the cruiser Belle Rose, belonging to A. D. Damsenbaker, which were out on Regan's railway for repair work, have been put overboard ready for service. They will be used for fall hunting and fishing trips in the Potomac.

The cruiser Neptune, Capt. Lallias Knowlton, which with her crew aboard spent the summer at Colonial Beach and other points along the river, has returned to this city and is lying at anchor in the harbor. Capt. Knowlton will make trips aboard her until the coming of cold weather, when she will go into winter quarters ashore at this city or Alexandria.

A. Lafrance of Ottawa, Ont., has six sons in the British Army.

PARIS POSTERS TELL WAR'S GRIM HISTORY

Government Proclamations From First Call to Arms on City Walls.

RAT DOGS NOW WANTED FOR RODENT TRENCH WAR.

Gallieni's Announcement That He Would Not Surrender Capital When Government Left.

(Copyright, 1916.)

PARIS, September 8.—A new "affiche" has appeared on some of the blank walls in the more obscure streets of Paris. It is unobtrusive. It seems to shrink from the public eye with its few lines of black type on white paper. But it is most suggestive. It means that France is completing her preparations for the third winter of war.

"Bring your rat dogs to the Central Hall," it reads. "They are needed to protect our soldiers from the plague of rats in the trenches."

If Macaulay's New Zealander ever leaves London bridge to study the conditions that prevailed in France during the great war, he would find it better to devote himself to a scrutiny of the posters that have appeared on the walls of Paris during the two winter years. From them he could reconstitute the social state, as the traditional scientist is said to have built up the traditional animal from the traditional bone.

He would discover from these posters a peopled in reaching Paris after the government had fled to Bordeaux. It is the clue to a bit of history as yet unwritten.

The administration thought it wiser not to defend Paris. If the invaders succeeded in reaching the city its gates were to have been opened.

It was the only hope, in the minds of the government, to save the capital. Three socialist deputies of Paris thought otherwise.

"We know our people," they declared. "They will fight through every street and be massacred in thousands. No matter what the government does, the Parisians will not yield tamely."

"Remember the riots of 1870, when men and women who had been starving on the death of horses and rats tried to force the government to refuse surrender."

It was that protest that saved Paris, for it enabled Gallieni to make his stand. It was from that time that the smaller affiches date which even today stand on the shutters of closed shops.

"This store will not reopen until after the war," "Closed because the proprietor and staff have joined the colors."

A little later came the realization that Germany had a perfect system of espionage in France. Then the store windows began to bear the announcement: "Maison Francaise. Chef and personnel exclusively French." Obviously, rioting was feared, in which unfriendly guests would suffer.

The tide of resentment against the Germans who had "peacefully" penetrated has been rising as a fuller knowledge has come. Today one can usually find a small typewritten "stickers" under the eye, in which this commercial establishment or that is designated a "Boche house." The police disfigure them when they find them. But they are industriously re-stuck.

The first of the wonderful posters which would make Paris a delight to the eye if they were not so heavily freighted with sorrow began to appear when the story of the invasion of Belgium and of northern France was more fully known. They were appeals to the generous to aid in "reconstituting the hearth" of those who had been deprived of homes.

Others asked aid for the widowed and the fatherless.

The drawings were from the pen of the great artists of France—of those artists who were not in the trenches. One that will ever haunt the memory is of a mother sitting tearless in a desolate room. Across her knees is the body of her babe.

One Memorable Poster.

The next stage of the war is shown by the famous "Turn in Your Gold" poster. France had resisted the first rush, had dug her first trenches, had settled to wearing down the enemy. It was to be a fight of patience, and money was needed.

The poster showed a German soldier kneeling to his knees by the French rooster, striking at him from his post of vantage in the center of a piece of French gold.

Since then other appeals have followed. The latest gives the reasons why France must have every gold piece.

"Because," read the inspired words of the appeal, "the nation must accumulate gold to prove its wealth and to better its credit. Because the nation must be rich if it is to be strong."

That is a convincing reasoning to a nation of saving people who believe to the last man that to be strong one must be well-to-do. The wounded men began to hobble about the streets, and France realized that they must be cared for.

Side by side with the demands of the minister of the interior that the widows and orphans of the war make their demands for pensions now instead of waiting until the end of the war, appeared posters appealing to the public to aid the men who so greatly needed aid. In one half a dozen sturdy children stand at attention, their chubby hands at their rimless caps, as two crippled soldiers march by.

From another two sad and emaciated men watch timidly the passer-by.

"Help the sick and wounded men who have been invaded out of the service," "Without pension" is the cry. "They have done their best."

An increasing efficiency in the work of war is silently proven by these posters. One of the latest calls attention to the danger to be feared from the house fly and the demands of the housewife as a patriotic duty that the "mouches" be suppressed. Another tells of the danger of alcoholism in that which concerns the safety and health of the workers and prescribes certain regulations to be observed by cafe keepers and cafe frequenters alike. The increasing burden of war upon the non-combatant is illustrated by the placards in which the maximum price of foods of various sorts is established.

A Personal Interest.

One feels a certain personal interest in the posters which tell how the aeroplanes of the allied nations are to be distinguished from those of the enemy, when one considers that the battle line is not far from the city.

MANY CARS TO COMPETE IN WILKES-BARRE CLIMB

Expected That All Former Glories Will Be Surpassed in Contest of Next Month.

Announcement is made that many makes of cars will be represented in the revival of the famous Giant's Despair hill climb on the Wilkes-Barre mountains, Wilkes-Barre, on Saturday, November 7. The revival of this once famous hill climb has set the automobile world by the ears and it is expected that all the former glories of this national event will be surpassed next month.

Not only are the factories and manufacturers interested in the climb, but the private owners are showing unusual interest and indications point to well filled entry lists in each event. Many of the world celebrated motor car drivers are anxious to negotiate the difficult course, which has been a provedly representative entry is not only one of the leading makes of cars, but also of the most famous racing pilots.

One of the features of the climb will be the number of club runs which are being organized in connection with the climb. A score or more of the prominent eastern motor clubs will send big delegations, and in order to accommodate these visitors the Wilkes-Barre Automobile Club, which is conducting the contest, will arrange a series of parking spaces along the entire route.

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FOR THE MOTORIST.

Gray linen toilet rolls, bound with gray leather, are intended for the unfitted overnight bag.

Among luncheon outfits there is a neat, aluminum carrier. There are six basins right inside in diameter fitting into a rim on top of each other and all held by a handle that slips through grooves at the sides and hooks at the bottom. This enables one to carry six different courses of food which may be served right from the basins in which they are stored.

Velvet hats, though quite the thing this season, are not popular for the motorist in accordance with the latest prohibitions. Instead, silk piped or stitched hats are used, faced with becoming colored velvet, the trimming consisting of crushed bands of the silk and caribon or other materials. The hats are mostly black or white.

Pontine is the name of a new sport coat. It is made in a belted model of a waxed fabric with a silk or satin reverse side. It is, while very light, an all around weather coat, being warm enough for real cold days. It is ideal for touring and may be had in all desirable colors.

The new ribbon-trimmed veils are of washable marquisette and the ribbon borders match the ribbon or other trimming of the cane, peanut straw or felt.

Miller Bros. Automobile and Supply House—Mitchell cars, to Capt. Lawrence Ross, Entler Motor Supply House, Hagerstown, Md.; Representative George Bauch, Dr. R. Arthur Hoot, C. B. Hughes, Lott M. Bentler, R. V. Bolling and J. E. Powell. Tour cars, to Mrs. E. M. Osborn, J. W. Brower, Front Royal, Va.; Charles J. Tennyson, J. L. Miller and George H. Rhodes. Kiesel-Kar "hundred point six" touring cars, to P. J. Troghan, Dr. R. Arthur Hoot, C. B. Hughes, Lott M. Bentler, R. V. Bolling and J. E. Powell. Tour cars, to Mrs. E. M. Osborn, J. W. Brower, Front Royal, Va.; Charles J. Tennyson, J. L. Miller and George H. Rhodes. Kiesel-Kar "hundred point six" touring cars, to P. J. Troghan, Dr. R. Arthur Hoot, C. B. Hughes, Lott M. Bentler, R. V. Bolling and J. E. Powell. Tour cars, to Mrs. E. M. Osborn, J. W. Brower, Front Royal, Va.; Charles J. Tennyson, J. L. Miller and George H. Rhodes. Kiesel-Kar "hundred point six" touring cars, to P. J. Troghan, Dr. R. Arthur Hoot, C. B. Hughes, Lott M. 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